

THE DELAWARE AND HUDSON RAILROAD BULLETIN

"The
D&H."

JULY 15, 1930

TROUT STREAM
NEAR SWEDE MOUNTAIN

Weeds



HE other day as I strolled up through a side street, near to the edge of town—I spied a fellow in jeans of blue—with sleeves rolled up from his arms of brown, crouched in his plot of velvet grass—pulling the weeds from the sodden soil. Humming a song of a bonny lass—absorbed in his song and his humble toil.

His face lit up as I spoke to him—with a winsome look in his clear blue eyes, and he straightened up with a curious grin—for his back was lame from his exercise. I asked him why he should bend and strain—to pull the weeds from a patch of green—and what was the use and where the gain, when fishing was good in the nearby stream—when the sun was bright in the summer sky—with the locust calling from sun-kissed plain—the warm wind swaying the wheat and rye—WHY did he labor, and WHERE the gain?

He said, "My son, in the scheme of things, there's a time for work and a time for play—there's a time for thought and the peace it brings—and a time to pull rank weeds away.

"Men grow in muscle and grow in needs—they grow in stature and grow in brains. Life blooms in blossoms or grows in weeds—till the human garden needs tilling again. In pulling these weeds from my tiny yard, and giving the grass a fair chance to grow, I'm thinking of weeds in my nature, pard—and telling you pulling them's some hard row.

"Our lives are amazing like plots of grass—either velvet green or with weed o'ergrown—and fellows like you come and saunter past—admire or scorn what we have sown. The weeds of anger and weeds of wrath—the weeds of hate and the weeds of wrong—grow perils of snares in our daily path—and fill, with discord, our daily song.

"There's a time to work and a time to play—and a time to fish where the streamlets flow, but there's just one task for your friend today—to pull these weeds so the grass can grow."

I sauntered on up the little street—and pondered the words that my friend had spoke—and somehow they seemed to me sane and sweet—and a brand new thought in my mind awoke. I sat and smoked 'neath a shady tree. Reviewed my life with its tangled briars. I thought of my friend's philosophy—and the sweet content that a chap acquires—by raking the chaff from his heart and mind, and pulling the weeds that his soul may thrive—by guarding and tending his thoughts refined—and sensing the pleasure of being alive.

—*Screen-ology.*

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"D&H" DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

Vol. 10

Albany, N. Y., July 15, 1930

No. 14

Would Like to Run Again

Had His Health Permitted, Veteran Conductor Would Be On Duty Today

PERHAPS there is no comparison at all between a little red caboose tacked on the end of a roaring, rolling freight train, and a comfortable room at home, and yet, had ABRAM D. CUCK the opportunity to choose between the two, he would register on duty again tomorrow to run a train of manifest freight north to Mechanicville. For, to quote this retired Susquehanna Division Conductor, "The old A. & S. is home to me; I helped lay the rail when the line was double-tracked from Colliers north to Schenevus, and for 42 years thereafter I worked in the train service out of Oneonta."

Just back from a three-month vacation in Florida and Cuba, and feeling much better than he has felt before in a number of years, MR. CUCK was eager to tell of some experiences he encountered on his southern trip. To him it was fascinating to see some of the queer Cuban customs, to hear the language, and to stroll leisurely through the palm-shaded streets of Havana. In one place they enjoyed a 150-mile bus ride for eighty cents. He brought back a number of Cuban coins, and a quantity of tobacco which, he says, is delightful when smoked in a pipe. Upon leaving the coun-

try all visitors are assessed a tax of \$3 by the Cuban government. All of these things were new, and therefore interesting. Upon arriving home, however, he felt that he would like to again follow his life's work as a railroader.

MR. CUCK has lived almost within earshot of The Delaware and Hudson lines all his life. Born at Colliers, then known as Colliersville, he attended school in the little frame structure which stood close by our main line about midway between Colliers and Cooperstown Junction. He was first employed in the old sash and blind shop operated by F. M. Fox, adjacent to the site now occupied by our freight house. At that time the shop, which was powered by a stationary steam engine, did a thriving business.

Colliers was the center of great activity in the eighties and nineties when the Delaware and Hudson main line was double-tracked, and the

Cooperstown and Charlotte Valley Railroad Company, which had leased the Cooperstown and Susquehanna Valley, constructed a road from the "Hemlocks" eastward to Davenport Center, to connect with the Ulster and Delaware, four and one-quarter miles distant. During the con-



ABRAM D. CUCK

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struction of this extension MR. CUCK was employed by its builders. This line was abandoned some years ago after the Ulster and Delaware was extended into Oneonta.

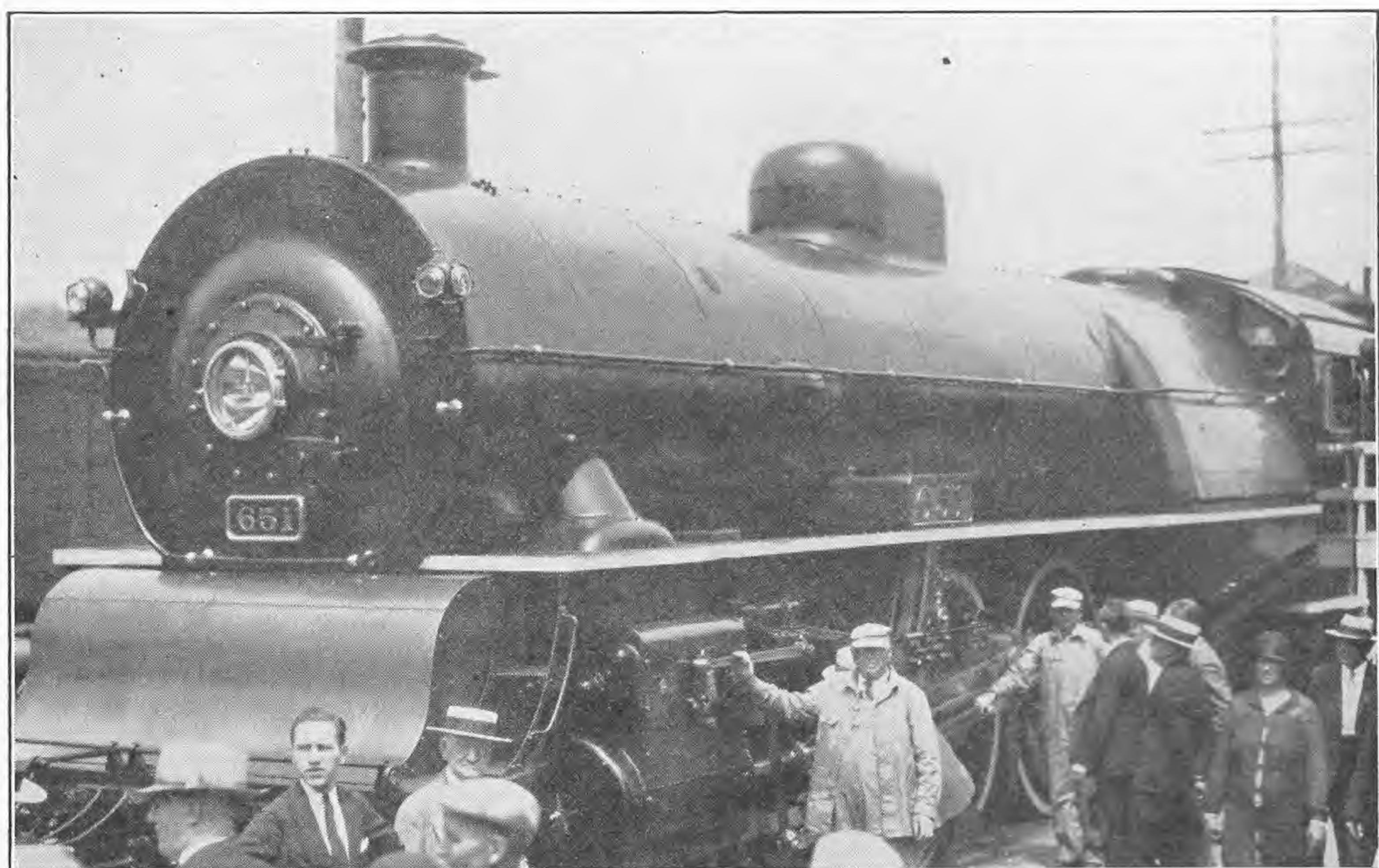
Upon the completion of this construction work, MR. CUCK entered the train service as a trainman at Oneonta under Superintendent C. D. Hammond. While in St. Petersburg, Florida, two years ago, Mr. CUCK met Mr. Hammond who was apparently enjoying the best of health. They had a long chat about incidents which took place on the Delaware and Hudson over two score years ago.

Railroading was an exciting business when CONDUCTOR CUCK first took over the running of a train. On one occasion in the days of the link and pin, while going south their train broke

into three pieces on Richmondville Hill. One section ran wild down the long grade, while employes at Cobleskill were warned to be on the lookout for the runaway. Miraculously it stayed on the tracks, finally stopping some distance north of the passenger station.

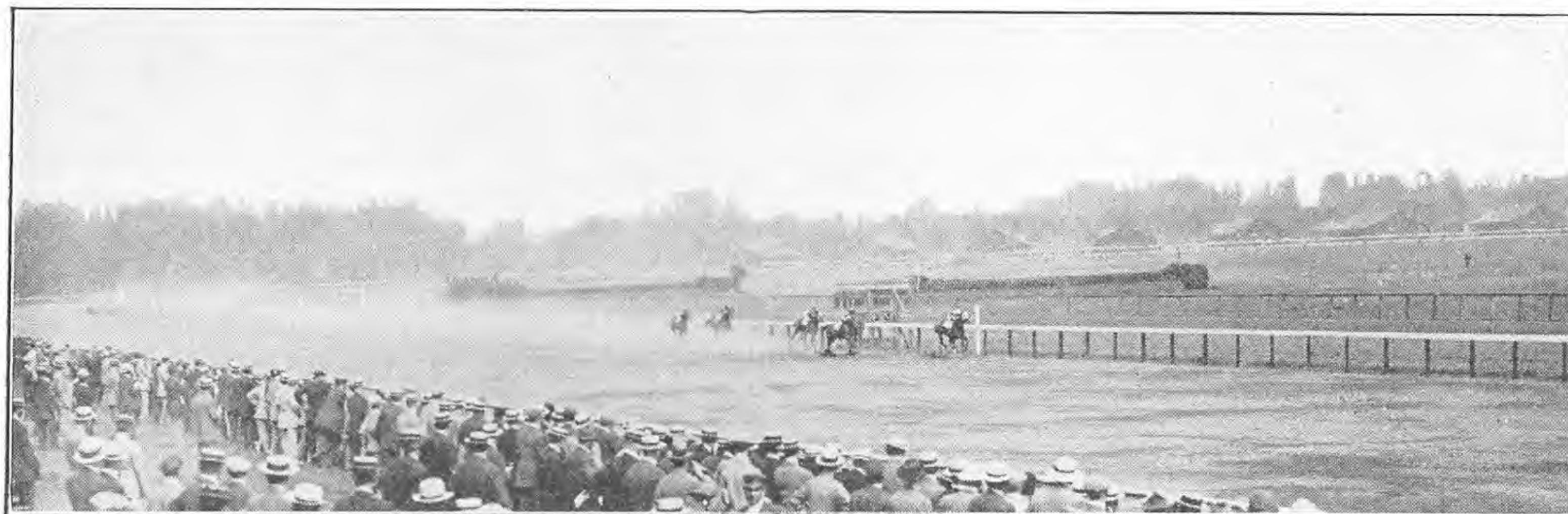
After 42 years in Delaware and Hudson service MR. CUCK was forced to retire on account of failing health. It was for this reason that he went south in January, remaining until the latter part of April, during which time his condition improved greatly. Mr. and Mrs. Cuck live at 5 Watkins Avenue, Oneonta, where he will be glad to receive any of his friends of railroading days who may care to stop in to talk over old times with him.

Number 651 Sniffs Sea Breezes



Our latest and most novel passenger locomotive, "the 651", was temporarily excused from handling *The Laurentian*, crack New York-Montreal daylight express so that she might attend the convention of the American Railway Association at Atlantic City, N. J., June 18-25th, incidentally getting her first and, probably, last whiff of the salt air.

The photograph shows her surrounded by interested spectators to whom her crew, ENGINEMAN R. E. TRIMBLE and FIREMAN W. J. QUINLAN, explained the unusual features of the locomotive.



Developing Saratoga Spa.

World's Leading Health Resort to be Built Up Under State Supervision

IN the two preceding issues of *The Bulletin* there have appeared articles dealing with the early history of old Saratoga, now Schuylerville, which, it must be remembered, is located twelve miles to the east of Saratoga Springs.

The first white settler to establish himself on the site of present day Saratoga Springs was probably Dirk Schouten, a Dutchman, who in 1773 started to build a cabin at High Rock Spring. At that time there were sixteen Indian cabins within sight of his home. Wolves and panthers roamed the forests terrorizing the settlers during the night; deer and other animals came to a nearby stream to drink during the day. Over head eagles soared to and from their nests in the pine trees. Before his cabin had been finished Schouten quarreled with the Indians who drove him from Saratoga Springs.

The following year, 1774, John Arnold, with a family of small children, came and completed Schouten's home, living there for two years. Being a wandering frontiersman, however, he soon left to push farther into the wilderness. The next tenant of the cabin, a man named Norton, was forced to flee before the advancing army of Burgoyne.

At the close of the revolution, in 1873, a solitary settler again sought the neighborhood of High Rock Spring. He was the son of the Arnold who had lived there before the war. The same year General Schuyler, who had heard tales of it from Sir William Johnson, cut a road from the old village of Saratoga to the spring, and built a rude frame house, probably the first summer cottage in America. Shortly afterward George Washington, Governor Clinton, and Alexander Hamilton visited the spring.



Airplane View of Washington Baths

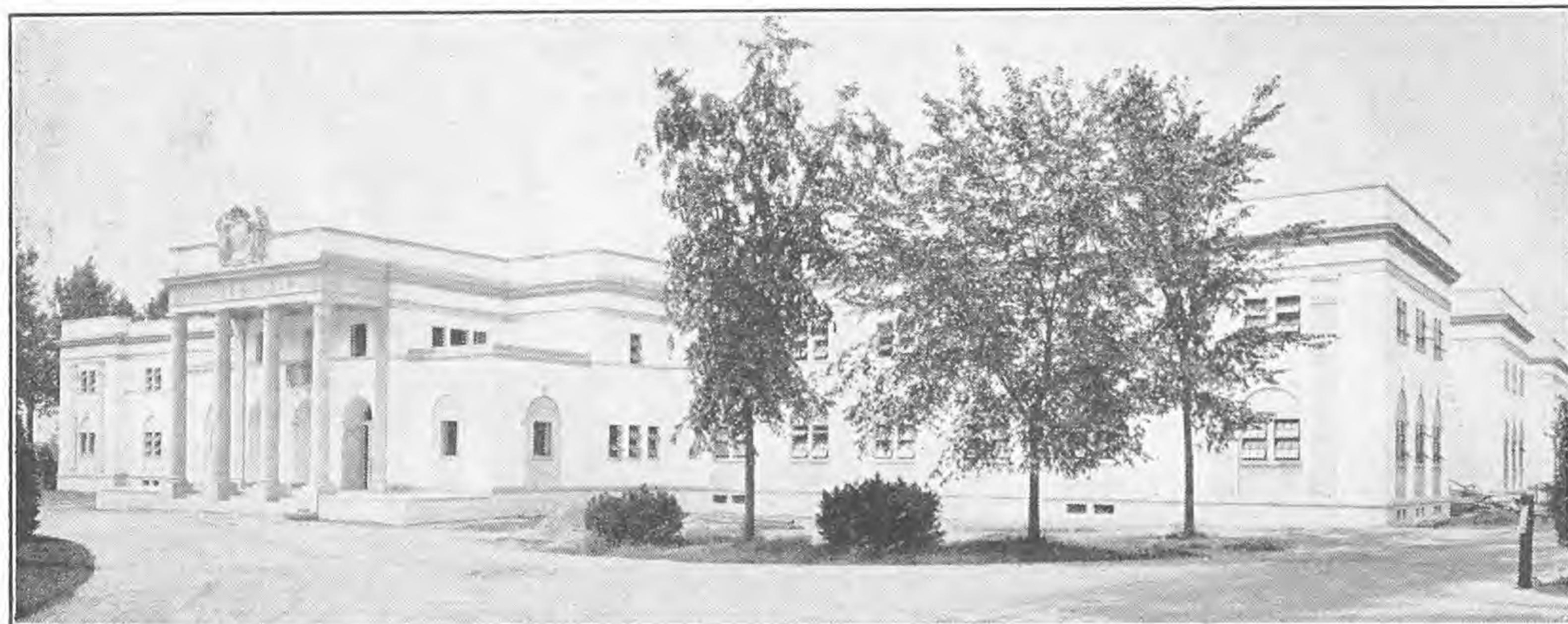
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Probably the greatest agency toward spreading the fame of the springs was a book published by Dr. Valentine Seaman in 1793, telling of the curative properties of the waters. At that time the name of the town, first formed in 1788, was spelled Saraghtoga, after the Indian words meaning "Place of the Swift Water." (There seems to be some confusion as to the correct meaning of the Indian word, as some writers interpret it "Hillside of the Great Water" and other similar expressions.)

During the latter part of the eighteenth and early nineteenth centuries a number of buildings were erected to serve as hotels for visitors to the springs. In August, 1792, Governor John Taylor Gilman of New Hampshire, while hunting, discovered another jet of water spouting from the rocky bank of a stream just below the waterfall. Upon returning to the little com-

states congregated here each summer and southern families from as far as New Orleans made the voyage to New York and proceeded north by water and stage to spend the season at the now famous resort. New and larger hotels attracted people from the south, Cuba, and all of the eastern states to spend the summer months. In the early part of the nineteenth century, it is said, board could be had for from \$3 to \$10 a week.

By 1840 Saratoga Springs was quite a sizeable community. There were over 300 dwelling places, housing 2,500 inhabitants. In addition there were six churches, a mutual insurance company, an academy, a seminary for girls, several select schools, 35 business houses, two iron foundries and three printing offices. In that year the Schenectady and Saratoga Railroad, now a part of The Delaware and Hudson, terminated at Sar-



New Lincoln Baths, Recently Dedicated

munity he announced his discovery and a handful of people living at High Rock Spring visited it and named it Congress, as Governor Gilman had been a member of the Continental Congress.

In 1800 Gideon Putnam bought an acre of ground on the present site of the Grand Union Hotel, in Main Street, and, clearing it of its pine forests, built the first of Saratoga Springs' great hotels. Congress Hall followed in 1815 and the United States in 1824, "each recording in its name the patriotic spirit of the day." By this time the Hamilton, Columbia, Flat Rock, Monroe, President, and Red Springs had been discovered.

From the frontier hamlet in the woods, Saratoga Springs rapidly became a gay and fashionable resort, the favorite watering place of the country. Crowds of people from the northern

toga Springs. The Saratoga and Washington was then in process of construction to Whitehall.

The Civil War interrupted the arrival of visitors inasmuch as a great number had come from the South. The development of the race track, established in 1864, by John Morrissey, however, attracted a new class of summer visitors to the springs, and during the latter part of the nineteenth century Saratoga Springs again became a popular resort.

Among the features of the nineties at Saratoga were the floral fetes which gained world wide comment. The idea originated in 1894 with Franklin Smith, then proprietor of the House of Panza, who had seen the pageants held in Nice and Santa Barbara. The next year the Delaware and Hudson Company entered a float 25 feet long, by 7 feet 4 inches high, which repre-

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sented locomotive 210, a small American type engine, complete with wheels, motion work, pilot, headlight, steam and sand domes, bell, cab, and tender. Two youngsters were put in the cab to act as "engine crew". This float won the first premium.

Seeing an opportunity to increase their passenger traffic, Delaware and Hudson officials sent to New Orleans and purchased twenty floats which had been used in the Mardi Gras parade. Every coach that could be borrowed from the New York Central, Central Vermont, New Haven, and other roads, was pressed into service to handle the 35,000 passengers who came to Saratoga Springs to witness the second floral fete. Other floral fetes were held in later years, in all but the last of which, Delaware and Hudson employees entered floats. Engines and cars in the local yards were decorated annually with flowers and moss grown either in the old hot house at Green Island or at other points along the line.

Commercial exploitation of the springs (bottling the water and liquefying the carbonic acid gas) diminished their flow, early in the twentieth century, to the extent that they nearly disappeared. The resort was thus depressed until the State intervened, first prohibiting the pumping of water and gas from them, and later acquiring the property (1909) and placing it in charge of the Conservation Commission.

Since the State intervention, the springs have been restored to their original flow and mineral

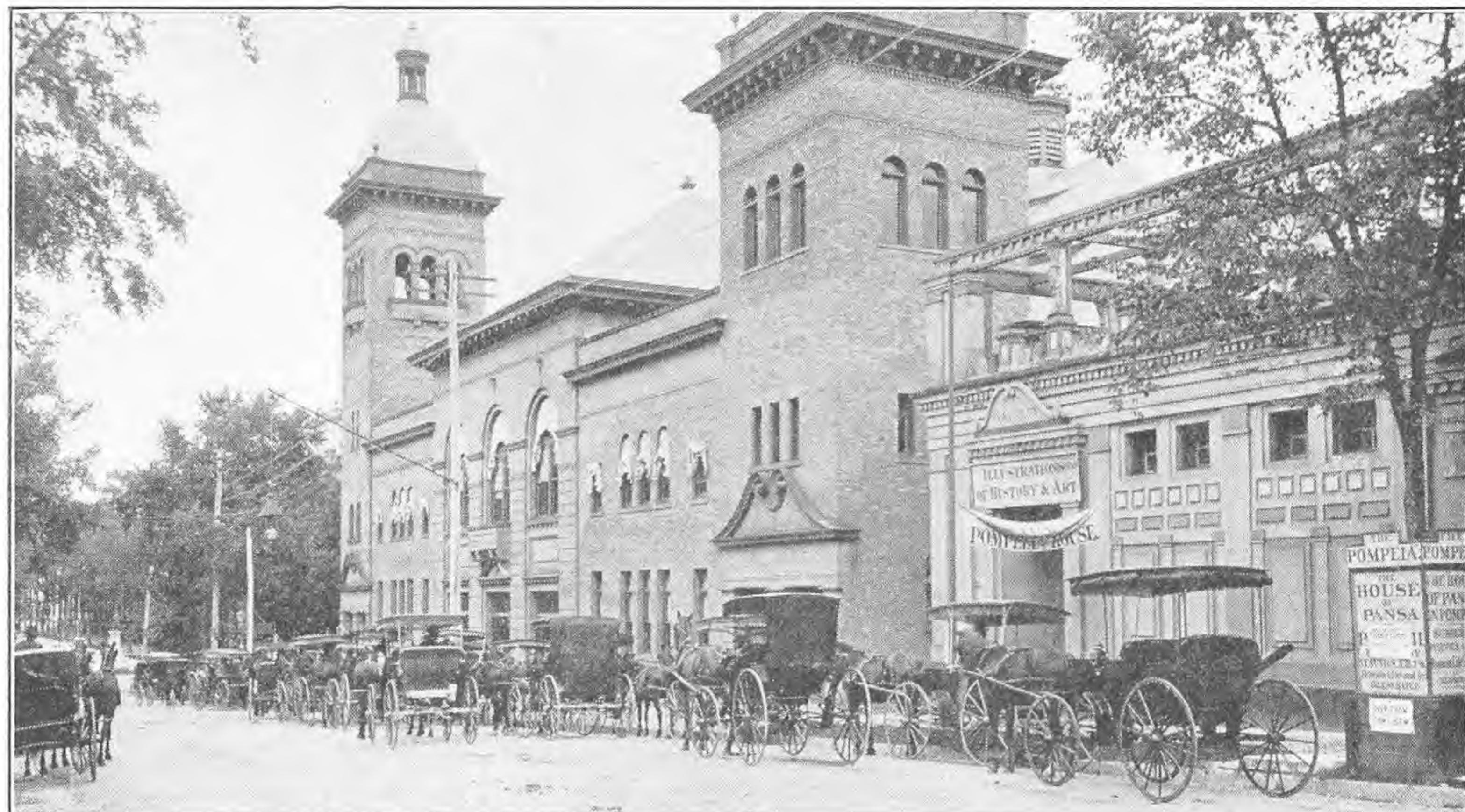
strength, with a resulting increase in the number of persons who make Saratoga Springs their summer home. In the summer months the resident population of 14,000 is more than doubled, at times reaching 45,000.

Approximately one mile from the heart of the city lies the Saratoga Racing Association's Park, said to be the most attractive in America. During the month of August thoroughbred horses from all parts of the country are entered in the races run during the afternoon six days each week, competing for rich prizes. Every evening buyers for the leading racing stables gather at the auctions where yearlings worth over \$2,000,-000 change hands during the course of a season. Horse racing has been one of the main attractions of Saratoga Springs since the race track was built.

Ample provision is also made for other athletic pastimes in and about Saratoga Springs. The city has two excellent golf courses, the McGregor Links, an eighteen hole public course, just north of the city, and the exclusive Saratoga Golf Club course, with nine holes, owned by a group of wealthy men who annually visit the city.

Saratoga Springs has long been known, too, for its schools. The most famous is Skidmore College for girls, founded in 1911 by Mrs. J. Blair Scribner. The original facilities for 300 pupils have since been outgrown, and today there are

(Continued on page 221)



Convention Hall, Showing "Taxis" of 1900

Veterans Visit Points of Interest

Seventh Annual Pilgrimage Takes "Forty Year Group" and Guests to Pennsylvania to Enjoy

PLEASANT weather is the only thing needed to make the Seventh Annual Pilgrimage of the Forty-Year Group of The Delaware and Hudson Veterans as delightful as our welcome is sincere," said the editor of the *Wilkes-Barre Record* in welcoming the visitors. It is only necessary to add that the weather was as perfect as could be desired throughout the trip to points of historic and scenic interest in Wyoming Valley.

A special car furnished through the courtesy of the management was attached to train Number 308 and carried nearly thirty members of the party from Albany and the north, dinner being served en route. As many more of the Pennsylvania Division folk joined the Group at the Hotel Reddington bright and early the next morning. Regardless of the fact that it was "Friday the Thirteenth" there was not a mishap of any kind to detract from the day's pleasure.

Two thirty-passenger motor coaches with a police escort, and members of the Chamber of Commerce acting as guides, conveyed the party to points of interest in Wilkes-Barre, the first of which was the Old Fell House where anthracite was first burned.

The route then led through the River Common, past the Luzerne County Court House and across the river. The Sullivan Trail was followed past Forty Fort, the Wyoming Monument, and the Flying Field, as far as Harting. Noon found the party arriving at the beautiful Fox Hill Country Club in West Pittston where a delicious luncheon was served. Photographs of the party having been taken the coaches whisked away to Harvey's Lake. The ten mile drive around the lake opened the eyes of many of the "Northerners" who had previously been unaware of the beauties of Wyoming Valley.

The return route passed through Plymouth near the Loree Colliery which is located at the extreme southern end of the Delaware and Hudson lines. Returning to Wilkes-Barre via Hanover, said to be the richest township in the country because of its undisturbed anthracite re-



After Luncheon at Fo:

sources, the party visited the home of the Wyoming Historical and Geological Society.

The annual banquet, held at the Reddington was a gala affair. Jack Walsh, song leader, and GAVIN BURT and his troubadours, without whom no Delaware and Hudson social event is counted a success around Scranton or Wilkes-Barre, quite out-did themselves during the serving of the meal.

D. F. WAIT, Master of Ceremonies, called on N. S. BURNS, Chairman of the committee, to introduce Mayor Hart of Wilkes-Barre and Colonel E. G. Smith, President of the Chamber of Commerce, both of whom welcomed the visitors to

Visit in Historic Wyoming Valley

by the Hospitality and Scenic Beauty of the Region Surrounding Scranton and Wilkes-Barre



xx Hill Country Club

Wyoming Valley. Among the other speakers were Mrs. George F. Tuttle, Honorary Member from Plattsburgh, Mrs. James J. Conroy, President of the Ladies Auxiliary, Susquehanna Division, and H. N. ATHERTON, President of The Delaware and Hudson Veterans, MARTIN CRIPPEN, former President of the Veterans, Ben E. Chapin, Editor of the *Railroad Employee*, and JAMES J. HURLEY, Foreman of the Upholstering Shop at Oneonta. J. T. CONNERS read a humorous poem describing the events of the pilgrimage, to which L. F. PERRY responded in kind. A vote of thanks to the Delaware and Hudson management and to all the organizations and individuals who had

helped to make the affair so successful was offered at the close of the banquet.

The second day of the pilgrimage saw the party transported to Scranton where a special trolley car was provided to convey it to Nay Aug Park and other points of interest. At the Marvine Breaker suits and helmets were donned by those of the party who chose to visit the mine, while the less venturesome confined their attention to the breaker and its operations.

Luncheon was enjoyed at the Hotel Casey where each lady of the party was presented with a beautiful corsage bouquet through the courtesy of C. S. Weston, President of the First National Bank, also a Director and member of the Board of Managers of our company, (and a former Delaware and Hudson man). Mr. Weston welcomed the Veterans to Scranton and "presented the keys of the city" so that they might enjoy themselves to the utmost.

Following the luncheon the party boarded their special car for Albany and the north, all voting this to have been the most successful trip of the Group thus far.

The committee, whose efforts were so largely responsible for the success of the occasion, consisted of N. S. BURNS, Chairman, D. F. WAIT, M. F. CLUNE, J. B. SAMPSON, E. J. BRENNER, and H. N. ATHERTON.

Mystery!

IT'S one of the most amazing and baffling tricks. And we do it perfectly. Keating's disappearing birdcage stunt looks like the work of an amateur in comparison.

We take the thing between the third and fourth fingers. Hold it up. Let everyone see it. Invite anyone to examine it carefully.

Then . . . presto! . . . It's gone! Vanished. Absolutely and completely. Not up our sleeve. Just gone.

It's a weird act. We've done it for years. It's so darned mystifying we have given up trying to figure it out. Can't even recall when we learned the trick. But then other people seem to have the same trouble with *their* pay checks.—*Judge*.

===== *The* =====
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No. 14

Railroad Unemployment

IN an editorial in a recent issue of the *Railway Age* certain facts relative to railroad unemployment are set forth which should interest every railroader. Tracing the change in traffic conditions during the past twenty years, and the changes in the employment situation during the same period the article says:

"If it were a fact that the decline of railroad employment during recent years has been due entirely or mainly to improvements in plants and operating methods, and consequent increase in the average output of transportation per employe, there might be some justification for a movement for reduction of working hours in order to maintain employment.

"The principal cause of the decline within recent years in the number of railway employes has been a reduction of one-third in the passenger business of the railways and a reduction of about two-thirds in the annual increase of freight business. If railway traffic had increased as much in proportion within the last ten years as it did during the preceding decade, and other things had been equal, the Class I railways would have needed about 2,385,000 employes in 1929, whereas the number was only 1,662,453."

Passenger business has declined because of highway motor vehicle competition, while motor trucks and boats or barges, operating on highways and waterways, built at public expense, have cut into the freight revenue. The *Railway Age* continues:

"The principal reason why the number of railway employes has declined instead of increasing

has been the diversion of traffic to other means of transportation that are subsidized by taxes paid by the American public. What have the leaders of the railway labor organizations done during the last ten years to protect the jobs of railway employes from this subsidized competition?

* * * * *

"Their weekly paper, *Labor*, constantly exaggerates railway earnings and publishes laudations of government ownership; it has even exaggerated the results being secured by the operation of the barge line in the Mississippi Valley, doubtless because it is owned by the government; but we have searched in vain through the columns of *Labor* for any expression of opposition to government policies which are resulting in the diversion of traffic from the railways and, consequently, in the loss of their jobs by thousands of railway employes.

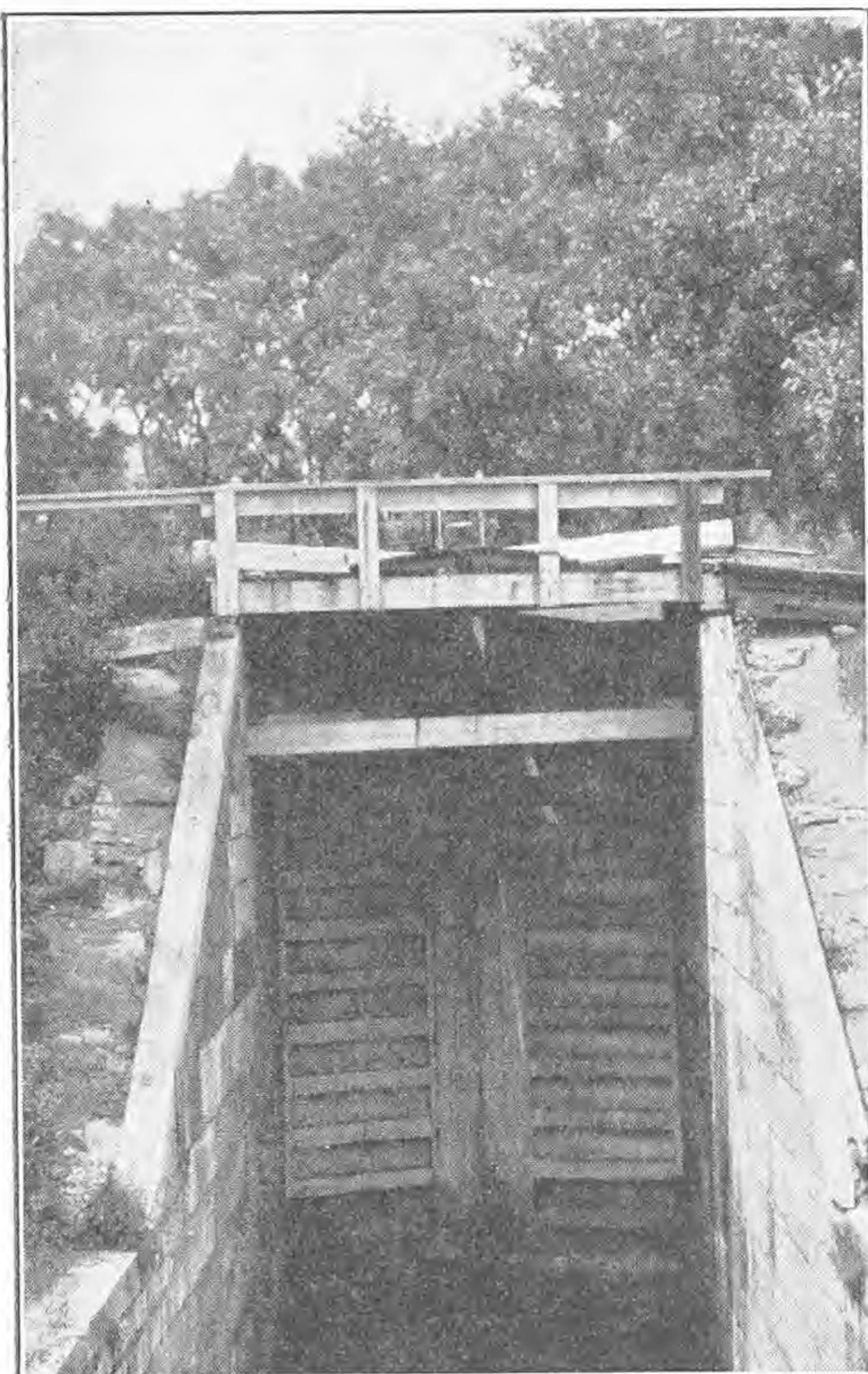
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"In the first quarter of 1930 the railways employed 5,065 less men than in the first quarter of 1922, but paid them \$57,126,521 more in wages. A reduction of working hours would temporarily increase the number of employes, but, without a reduction in average pay, would cause a further large increase in total wages. The net operating income of the railways in both good and poor years is so small that this would necessitate an advance in freight rates. Under present conditions, with the government subsidizing competing means of transportation, an advance in railway rates probably would divert more traffic from the railways, and thereby renew the tendency for railway employment to decline. Would the labor leaders then demand another reduction of hours that would further increase railway expenses, and indirectly drive more traffic and employes from the railways?

* * * * *

"The amount of employment the railways can give depends upon the traffic they can get and the earnings they can make. The national leaders of the labor organizations are supposed to be given their positions and salaries to protect the employment as well as the wages of the members of the unions. Both before and since the war improvements in plants and operating methods have tended to reduce the number of employes, but prior to 1917 the increase in railway traffic constantly caused an increase in the number of railway employes, in spite of the improvements then constantly being made in plants and operating methods. On the other hand,

(Continued on page 222)



Entrance to One of the 110 Locks

ONE hundred and five years ago, on July 13, 1825, a large number of the residents of Ulster, Sullivan and Orange counties, numerous visitors of prominence from other sections of New York and neighboring states, and the President and Managers of The Delaware and Hudson Company assembled in the quiet, little village of Rome, in the Mamakating Valley, Sullivan county, to witness the ceremony of breaking ground for the construction of the Delaware and Hudson canal, the first great work undertaken in the State of New York by private enterprise.

At noon, upon the firing of a signal gun, a procession, composed of the Ulster Grays, a military company of Kingston, the canal engineering corps, led by Benjamin Wright, chief engineer, and John B. Jervis, assistant engineer, the Board of Managers preceded by President Philip Hone, the clergy, the contractors on the canal, the visitors of prominence, and citizens of Ulster, Sullivan, and Orange counties, formed in front of Pine's tavern.

Construction of the Delaware and Hudson Canal

By W. J. COUGHTRY, Recorder.

Headed by Colonel Gumare, of Sullivan county, and John Sudam, of Kingston, marshals, and the Sullivan and Kingston bands the procession moved down the Newburgh turnpike to the site on the line of the proposed summit level selected for the ceremony, accompanied by discharges of artillery. Arriving at the ground, where a platform had been erected, the music and the militia opened to the right and left, the latter presenting arms. With the playing of patriotic airs, the engineers, President Hone, the Managers, and the clergy ascended the platform, upon which was already seated a brilliant assemblage of ladies, and reviewed the procession, the members of which, after breaking ranks, surrounded the platform.

When the party occupying the platform was seated and the music ceased, a most profound silence of several minutes was followed by a prayer by the Reverend Mr. Kennedy, pastor of the Methodist Episcopal Church. During this solemn silence amid the beautiful scenery of this charming valley it is said that the deep interest impressed upon every countenance while thousands of silent prayers were offered for the success of the enterprise made it a scene that was never erased from the memories of those who witnessed the ceremonies.

Upon a signal from the marshals the bands played *Hail Columbia* as President Hone and Chief Engineer Wright left the platform and proceeded to a spot through which the chief engineer announced the canal must pass. Here the President, assisted by the engineers, broke ground for the construction of the canal by removing the first spade of earth. This ceremony completed, the party returned to the stand amid martial music and the applause of the onlookers.

When quiet was restored, President Hone arose and delivered the following address:

"In the present age of improvement when the capital, the enterprize, and the public spirit of the citizens of our happy republic are actively employed in developing its resources, unfolding

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its natural advantages and rendering operative all the blessings with which a kind providence has endowed it; undertakings, like that which has been this day commenced, become matters of ordinary occurrence; and an enterprize which a few years since would from its very magnitude, have been by some deemed chimerical, and the success of which would have been considered at least doubtful, by all is now viewed with little interest except by those immediately concerned in its accomplishment, and its projectors have less to hope from the applause which may crown their success, than to fear from the odium which is a natural consequence of a failure.

"The state of New York enjoys the pre-eminence of having first boldly taken up the line of march in the proud career of internal navigation. Our Schuylers and our Morrises, who first conceived the noble project of uniting the Great Lakes and the rivers with the ocean which bounds our territory, were not permitted to enjoy the successful accomplishment of their labours, but

their precious legacy has been worthily improved by those to whom it descended, and the great design, opposed as it has been by the honest doubts of some and the unworthy prejudices of others, has succeeded beyond the most sanguine expectations of those whose fame and reputation were identified with its success.

"Our state owes an unpayable debt of gratitude to the illustrious individual who is now at the head of its government and to his associates in the canal commission, for their unwearied exertions to carry into effect the measures adopted by successive legislatures, who less sanguine than themselves, were still disposed to give every facility to their operations; and the successful completion of the great Western and Northern Canals, while it attests to succeeding generations how much may be effected by public spirit and individual exertion, will serve to stimulate other sections of our country to similar efforts in the great work of internal improvement.

(To be continued)

Albany Entertains Admiral Byrd



Rear Admiral Richard E. Byrd and members of his crew visited Albany June 24th, receiving the greatest reception ever accorded them, not excepting that in New York City. The hundred foot width of State Street was jammed with a mass of enthusiastic admirers of the intrepid arctic explorer, aviator, and sailor while the entire line of march was thronged with people. Mayor Thacher and Governor Roosevelt welcomed the Admiral and his crew and presented medals commemorating their most recent achievements in the Antarctic regions.

Developing Saratoga Spa.

(Continued from page 212)

nearly 700 students at the school. Skidmore is well known as an institution which combines both classical and practical courses for young women, leading to a degree of Bachelor of Science. Other educational institutions are the St. Faith's School for young women, St. Peter's Academy, opened in 1926, and a modern high school dedicated in 1924.

To take care of the thousands of summer visitors, Saratoga Springs has a number of large, splendidly equipped hotels. Of these the largest are the Grand Union and the United States with 900 and 800 rooms, respectively. Scattered about the city are dozens of smaller hotels and rooming houses. Convention Hall, with a seating capacity of 5,000, which may be used free of charge by any group or organization wishing to convene there, has attracted a host of visitors to the city.

While most of Saratoga Springs' business is transacted during the summer months, there are a number of year-around industries located within the city. There are manufactories of cast iron products, arch supporters, salad dressings, fishing tackle, chemicals, dresses, extracts, sweaters, stone products, road building machinery, and wall paper. There are two plants manufacturing wall paper, one of which, the Saratoga Decorative Company, makes a high grade of glazed paper which is washable. There is said to be only one other manufacturer of this product in the world. Saratoga Springs is fast gaining nationwide attention, too, as the location of the largest tree nursery in the world.

From a Delaware and Hudson standpoint, Saratoga Springs is important in that it forms the eastern terminus of the Adirondack Branch running to North Creek, N. Y. There is a round-house, yard, and other facilities; and it is the location of our telegraph school, where telegraph and station work are taught free of charge to young men whose homes are located along our lines.

Saratoga Springs' greatest claim to prominence, naturally, arises out of the springs which gave the city its name. The largest of the springs are now on the reservation which contains three State Parks—the High Rock, Lincoln, and the Geyser, in all 1083 acres, and embracing practically all of the mineral springs area. In Lincoln Park are located the State's two bath houses, the Washington and Lincoln. The latter, recently dedicated, cost approximately \$750,000, and

replaces the old Lincoln bath house destroyed by fire in March, 1928. It has a daily capacity of 4500 treatments, and is the largest and finest single unit bath house in the world.

Many of the State's 122 springs, together with all of the geysers, are located in Geyser Park, while the High Rock Park, the smallest of the three, is still famous as the site of the old High Rock Spring. All but one of the springs are charged with carbonic acid gas, such as is used to make "charged" or soda water, although the latter is lacking in the mineral content of the Saratoga Spring water. Fern Dell's water is practically as pure as distilled water. The charged waters have several medicinal properties which make them valuable remedies for intestinal and stomach disorders. Circulatory and nervous diseases are treated by mineral baths because of the fact that the presence of the gas in the water stimulates the blood circulation. Treatments are administered by skilled attendants who follow prescriptions prepared by the patient's physician. Since the State took over the administration of the springs, the latest equipment has been installed to carry the water from the springs, store and heat it in tanks without losing the gas, and give shower baths, tub baths, and facilities for resting patients after treatment.

While, in the opinion of some authorities on the subject, the facilities at Saratoga Springs now equal those of the leading Spas of Europe, plans are being formulated to make it the finest health resort in the world. To accomplish this end, State authorities have been studying foreign Spas and conducting researches for a number of years. A commission was appointed by the Governor in 1924 to investigate the possible future development and operation of the State's property at Saratoga Springs. This commission invited Dr. Gustav Toefer, an eminent physician of Carlsbad, and Dr. Paul Haertl, Director of Bad Kissingen, to make a survey of conditions at Saratoga Springs and report their findings. These experts recommended that the Springs be developed along scientific lines, assuring the commission that they held great possibilities of becoming a modern health center. Nothing was done until this spring when the Brown-Porter bill, creating a commission of seven men, was introduced into the State Legislature.

It will be the duty of this new body to take over complete supervision of the State's property, formerly held by the Conservation Department. Under the provisions of this new legislation, the Commission will conduct experiments to determine what illnesses may be cured through

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the use of mineral waters, taken either internally or by bathing; new lands are to be purchased on which the building of private sanitaria will be encouraged; and it will have complete control of the management and personnel of the bath houses.

A complete staff of employes is also provided, including a medical and scientific director; a physical director in charge of health activities, a director of equipment, counsel, technicians, physicians, curators, keepers, laborers, clerks, and stenographers, all of whom are to be selected by Civil Service examinations with the exception of the medical and scientific director. The bill further directs the Commission to select sites for an administration building, with diagnostic laboratories; a centrally located drink hall with promenades and concert hall, and numerous other buildings. The Commission will also supervise the bottling of the mineral waters for shipment and sale in other cities. At present the waters are bottled by the Saratoga State Waters Corporation whose facilities have a capacity of 6,000,000 bottles per year.

Under the direction of the new commission, all of the members of which will be chosen for some specific knowledge of mineral waters or health resorts, Saratoga Springs is expected to undergo an intensive program of development. It is on the plans of this expansion that public minded Saratogians pin their hopes for the future of their city. When they materialize, and there is every reason to believe that they will, Saratoga Springs, once the "Medicine Waters" of the Indians, will become the leading Spa of the world.

Railroad Unemployment

(Continued from page 218)

since 1920, and especially since 1923, there has been such a decline in passenger traffic and such a small increase in freight business that the increase in traffic has failed to offset the effect of the improvements made in plants and operating methods, and there has been a steady decline in the number of railway employes. The competition of other means of transportation has been so effective mainly because they have been subsidized by the government. Under intelligent and courageous leadership the employes of the railways could have exerted a powerful influence against this subsidization of other means of transportation. Under such leadership they could exert a powerful influence against it in future. * * * Apparently, however, the

present labor leaders are so obsessed with the idea that their sole function is to force increased costs on the railways that they cannot study the real causes of the decline in railroad employment and help adopt measures to stop it by removing its causes."

This editorial, which appeared in the June 21st issue of *Railway Age*, is reprinted here, without comment, in the hope that its full significance will be apparent to all railroad employes.

Police Marksmen Win

ADDITIONAL marksmanship laurels were won by the Delaware and Hudson Police Department sharpshooters Wednesday, June 11, when they met and defeated the New Jersey State Police Pistol Team on the range of the New York State National Guard at Peekskill, N. Y., one of the finest ranges in the State. It was a bright, clear day and shooting conditions were excellent when the teams faced each other, our team leading in the final score, 1065-990. INSPECTOR ANDRES, Captain of our squad, expects to receive a challenge for another match in the near future, for it is his belief that the opposing team can make a better record than it did in this match.

Below are listed the official scores:

DELAWARE AND HUDSON POLICE

Patrolman Leo Gratcofsky	282
Patrolman Harry J. Russ	268
Patrolman Bernard R. Masko	258
Patrolman L. B. Pennington	257

Total 1065

NEW JERSEY STATE POLICE

Captain J. J. Lamb	253
Patrolman William Lewis	253
Sergeant L. C. Salz	253
Captain Carter	231

Total 990

Immanuel, the Brave Toreador: "Ah, Senorita, tonight I will steal beneath your balcony and sing you a sweet serenade."

Consuello, the Beautiful Senorita: "Oh. And I will drop you a flower."

Immanuel: "Ah, in a moment of mad love?"

Consuello: "No, in a pot."—*Union Pacific Magazine*.

Clicks from the Rails

Father and Sons on Same Crew

When John L. Seamonds, retired Conductor on the Southern Pacific, reported for duty to take out his last train, he found that, through special arrangements made by Superintendent Wm. Wilson, Engineer R. C. Seamonds was to pull the train and L. C. Seamonds was to serve as brakeman. Both these men are sons of the veteran conductor, and the assigning of Mr. Seamonds' two sons to his train on the occasion of his last run was a thoughtful compliment on the part of Mr. Wilson. It is seldom that a father and two sons serve on the same train crew, and it must indeed have been a proud occasion for Conductor Seamonds.

* * *

"Do Not Disturb"

Commerce thundered around a railroad car recently stationed at dock number 1 of the C. M. St. P. & P. at Tacoma, Wash., recently but there were rigid orders to the effect that it must not be moved. It housed a robin's nest with three blue eggs. A clerk discovered it and reported the matter to Superintendent Devlin who issued the following order:

"Under no circumstances is air dump number X90555055 to be moved. If possible, don't even move the other cars on the same track; but, first and last, keep that car stationary until the eggs are not only hatched, but until the young robins can fly."

* * *

Train Bags Buzzard

Jim Duff, Motorcycle Messenger on the Cincinnati Division of the Pennsylvania, recently captured a buzzard with a wing spread of five feet on the pilot of locomotive No. 7273, pulling train number 227, when it arrived at the passenger station recently.

The bird evidently had attempted to fly across the track just ahead of the train and was struck by the engine and fell on to the pilot.

It sustained a broken leg as a result of its collision with the engine and was immediately taken to the hospital of the Cincinnati zoo. When it recovers the bird will be added to the zoo's collection.

Train Painted Pearl Gray

Pearl gray was the color selected by officials of the Southern Pacific for painting the new daylight express between San Francisco and Los Angeles, Cal. Coincident with the adoption of the new color scheme, which is in keeping with the inside decoration of cream and light green, a new club car with a separate lounge and smoking compartment for women was added to the train.

* * *

German Telegraph Delivery

Every possible effort is made in German railway stations to deliver telegrams addressed to persons arriving on trains at the principal terminals. A man meets each train, shouting the names of the passengers for whom he has telegrams. In addition, he carries a blackboard on a long pole on which the names are written in chalk, in large letters.

* * *

Baby Named "Railroad"

There is little chance that a baby recently born aboard a Turkish passenger train will ever forget the circumstances surrounding his birth. Contrary to the old Turkish custom of naming children for the wives and followers of the Prophet, the child was named "Railroad."

Owns Napoleon's Pipe

No amount of money could persuade M. J. O'Brien of Moncton, N. B., to part with a treasured possession—the pipe smoked by Napoleon while the great general was held prisoner on St. Helena. It measures about three and one-half inches in height and about two inches in diameter. Around the sides of the bowl are carved figures and the top has a hinged brass cap. On one side is a figure of Napoleon with left arm extended upward and clenched fist. A significant thing proved by it is that Napoleon was left handed. A replica of the house in which he spent his last days on that dreary island is also carved on the other side.

* * *

Inspects Division from Plane

When C. P. Fisher was appointed trainmaster on the Indianapolis division of the Pennsylvania, he expressed a natural desire to see his new territory. Superintendent J. T. Ridgely gratified this wish in a novel fashion. He chartered a Curtiss five-seater plane and took the new trainmaster along with him. They were up only 20 minutes, but in that time they had obtained a complete view of the Indianapolis facilities, particularly comprehensive since it comprised a sort of vivid map.

"The Guest Conductor"



COURTESY READING MAGAZINE

Endeavor



THERE'S always a way, if you want to,
For where there's a will, there's a way.
The hills of the morning look lower
at night.
If you've leveled them during the day,
There's always a smile in the tear drop,
There's ever a hope with a will,
And the crops in life worth the raising
Come from soil that is hardest to till.
There's ever a gain in the trying,
Contentment lies ever in rest,
But gained from the fruits of endeavor
When we've worked and given our best.
There's always a road to the hill top,
A goal we can reach if we would;
There's our work that lies here before us—
Let us do it, and say it is good.

—*Edith Scott Magna.*